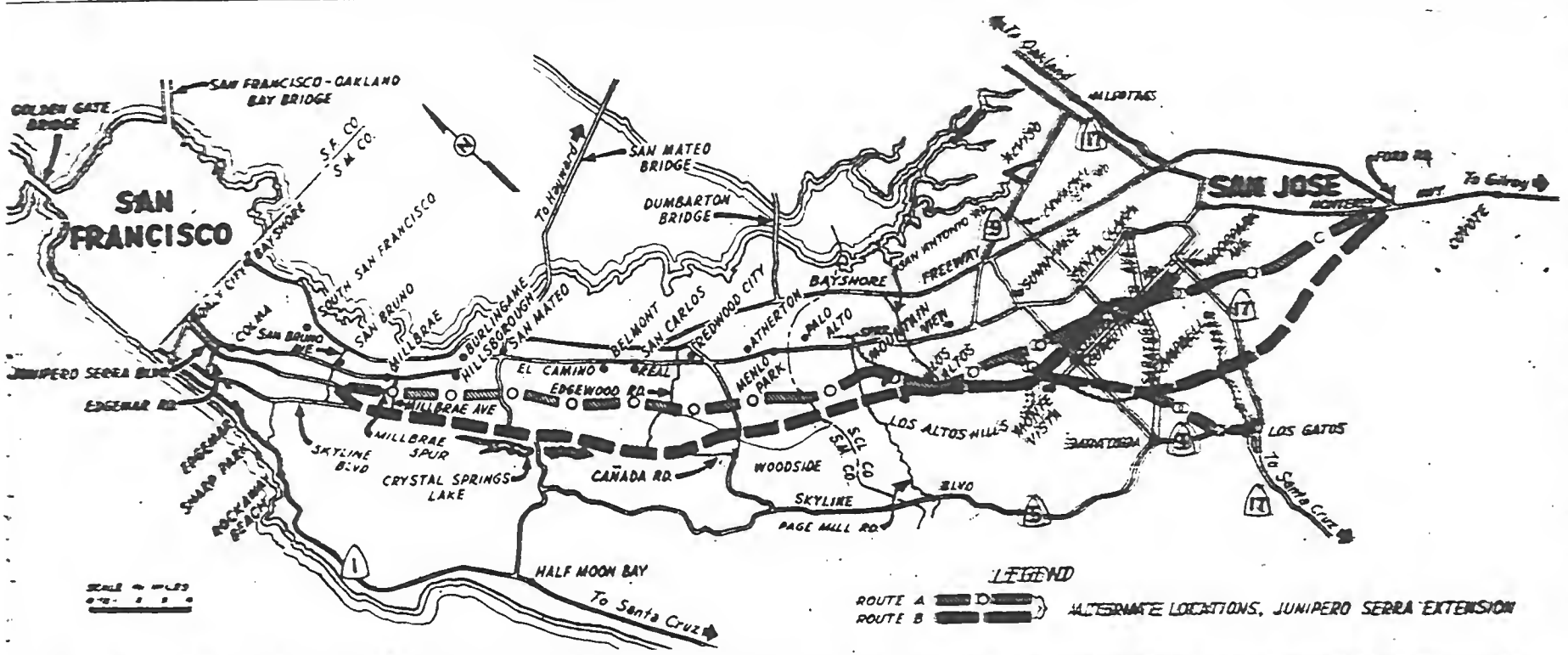

State Highway engineers are offering Peninsulans these alternatives, in extending Junipero Serra Freeway to San Jose; accepted route would be built within 10 years

Freeway: Peninsula Given Choice of Serra Extension Routes

Continued from Page 1

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The rest of the city managers, planning directors, city engineers, supervisors, vice mayors and mayors said, in effect, We'll wait and see."

"I just hope it's as nice as this when we come to the public hearings," Booker said. This was considered a joke, because not one property owner was in the room.

ROUTE 'A'

The engineers estimated yesterday that Route "A" would cost approximately $128.6 million. It would follow a zigzag course through or right next to the cities of Millbrae, Burlingame, Hillsborough, San Mateo, Belmont, San Carlos, Redwood City and Menlo Park.

About four miles south of [illegible] After passing near Woodside, it would traverse Stanford University foothill land. Near Saratoga avenue, it would dip south for about 15 miles and end up at U. S. 101 in San Jose, where Route "A" also terminates.

Proposed Route "A" would cost $24.6 million more than the other alternate, Route "B." This route would flow into Skyline boulevard from Crystal Springs road to a point north of Woodside.

Assistant State Highway Engineer B. W. Booker presided at the unveiling. He declared that from an engineering viewpoint, with the stress on grades and traffic service [illegible] This is the first test of the public's reaction."

The meeting was the beginning of an intensive campaign by the Department to sound out public opinion on each of the routes. Booker said he hoped the "sales drive" on the Peninsula could end in from six months to a year—with the freeway completed about ten years later.

From San Bruno to Los Altos, Route "A" generally follows a long blueprint to extend Junipero Serra boulevard. But now, the Highway Division announced, it has been "modified from the original projection wherever possible to minimize disruption of improved areas."

The statement added: "From the standpoint of community disruption and effect upon built-up areas, Route 'A' . . . requires more improved property and heavier cuts and fills . . ."

The Price

NOW ON

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About four miles south of Sunnyvale, one fork then would head toward San Jose and connect with U. S. Highway 101. A westerly fork would be built to Los Gatos.

The over-all cost of Route "B" would be $104 million. After passing near Woodside, it would traverse Stanford University foothill land. Near Saratoga avenue, it would dip south for about 15 miles and end up at U. S. 101 in San Jose, where Route "A" also terminates.

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Booker said the two routes "will not necessarily have to be accepted in their entirety. This is the first test of the public's reaction."

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Details of Freeway Routes

Here are the courses of the two alternate freeway extension routes which the State Division of Highways yesterday asked Peninsula communities to decide upon in coming months:

Route "A"

Begins at Crystal Springs road, San Bruno. Through the Mills Estate to just west of Millbrae, crossing Millbrae avenue. South to just west of Hillsborough, crossing a large estate near the Burlingame Country Club. Crosses the Clark estate just west of the Peninsula Golf and Country Club. Crosses an area soon to become a subdivision about a mile west of San Carlos.

Continues roughly parallel to El Camino Real and Skyline boulevard to just below Farm Hill subdivision and through Stanford University property. In Los Altos, adjoins the Southern Pacific railroad and Junipero Serra boulevard. Through Los Altos and across the Stevens Creek Freeway at Remington.

About 2½ miles west of Sunnyvale there is a fork. One branch passes to extend Junipero Serra boulevard through Millbrae to El Camino Real at Millbrae avenue. It considers this feeder essential to distributing traffic to Millbrae and San Bruno, El Camino Real and the Bayshore Freeway.

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Continues roughly parallel to El Camino Real and Skyline boulevard to just below Farm Hill subdivision and through Stanford University property. In Los Altos, adjoins the Southern Pacific railroad and Junipero Serra boulevard. Through Los Altos and across the Stevens Creek Freeway at Remington.

About 2½ miles west of Sunnyvale there is a fork. One branch crosses the valley floor to a junction with U. S. Highway 101, near Ford road. The other branch skims past Monte Vista to a junction at Quito road with the Saratoga-Los Gatos highway, which it follows into Los Gatos and ends at the San Jose Freeway.

The San Bruno-Los Altos section is 25.4 miles long. The second section is 32.1 miles long.

Route "B"

Departs from Junipero Serra boulevard just north of Crystal Springs road in San Bruno. Joins Skyline boulevard about three miles north of Millbrae. Follows Skyline and La Canada road to about a mile east of Woodside. Continues east of Woodside through Stanford University foothill land, through the Los Altos hills where it runs into Route "A" in Los Altos for a distance of about three miles.

Proceeds south along the Southern Pacific railroad to Monte Vista. Dips south to parallel Stevens Creek road. Skirts past Stevens to end at the San Jose Freeway near Moorpark avenue.

A southerly branch of Route "B" forks off just southeast of Monte Vista, follows the Stevens Creek routing to Azule and extends southeast near the railroad to cross the San José Freeway north of Lark avenue. Continues east adjoining Branham lane and Downer avenue to the U. S. 101 junction near Ford road where the Route "A" eastern fork also ends.

The San Bruno-Los Altos section of Route "B" is 25.8 miles long. The combined length of the Los Altos-San Jose sections is 27.9 miles.

The Highway Division also proposes to extend Junipero Serra boulevard through Millbrae to El Camino Real at Millbrae avenue. It considers this feeder essential to distributing traffic to Millbrae and San Bruno, El Camino Real and the Bayshore Freeway.

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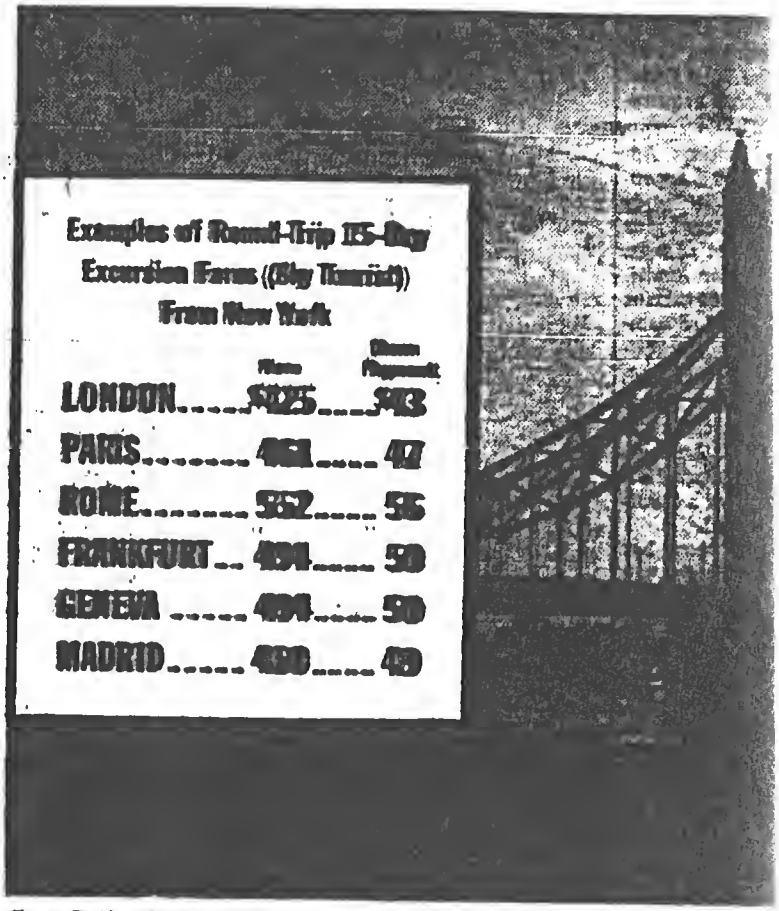
Examples of Round-Trip 15-Day Excursion Fares (Sky Tourist) From New York

	Fares	Down Payment
LONDON	$425	$43
PARIS	461	47
ROME	552	56
FRANKFURT	494	50
GENEVA	494	50
MADRID	480	49

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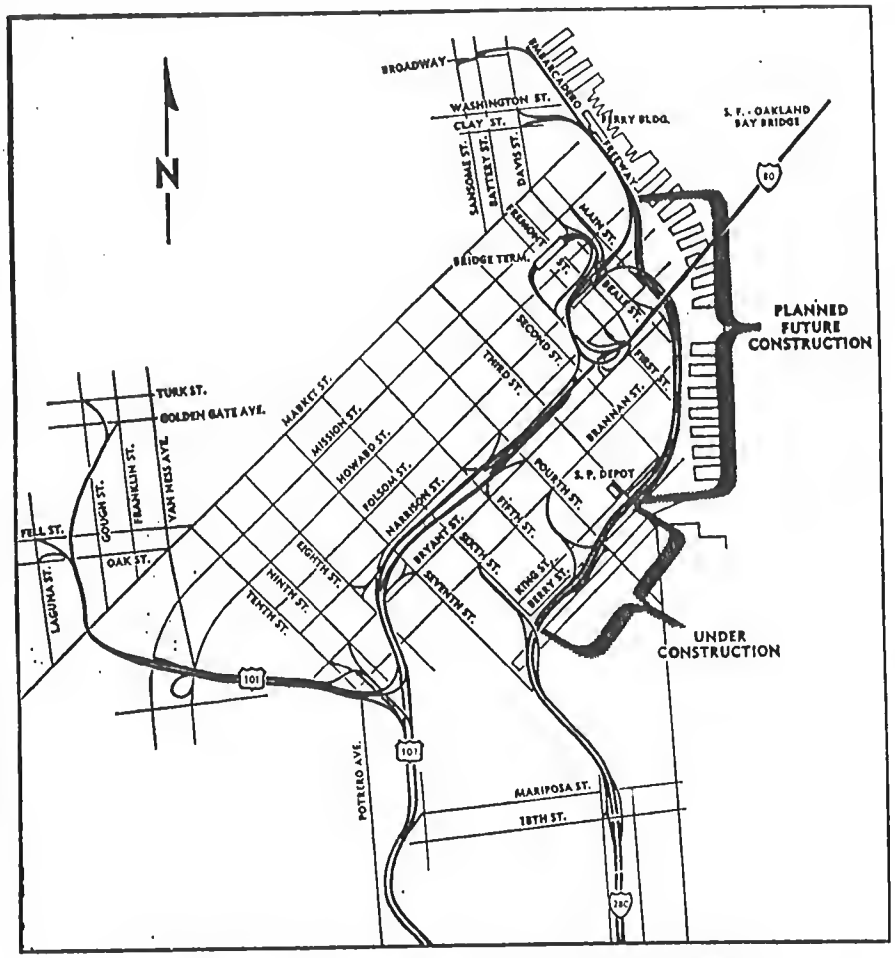
Cause for Revolt



Shaded lines show planned extensions of Southern Freeway

Extensions of I-280

New S.F. Freeway Fight

By Dale Champion

The planned extension of the Southern Freeway to link up with the Bay Bridge and the Embarcadero Freeway has sparked the latest salvos in the city's 15-year freeway revolt.

At the urging of Supervisor Dianne Feinstein, a waterfront advisory committee recently renewed the question of tearing down the mile-long Embarcadero Freeway for some other way of dealing with the 57,000

that it be stopped in its tracks.

The new highway is now under construction as far as Third street, near the Southern Pacific depot,

If the State Department of Transportation has its way, the next stages of road building will take the freeway another 1.2 miles, at a cost of about $25 million.

The highway — 160 feet wide and 32 feet off the ground — will reach the waterfront at Second street. From there it will run north above the Belt Line railroad

The Embarcadero hookup, which the state has listed for some time in the next decade, is enmeshed in problems, too. The city doesn't want any joining of Route 280 to the Embarcadero freeway to be considered permanent, because of the official wish to have the elevated highway demolished.

Furthermore, nobody knows what will be done with waterfront traffic in the vicinity of the Ferry Building if the state does eventually scrap the Embarcadero Freeway.

State highway officials

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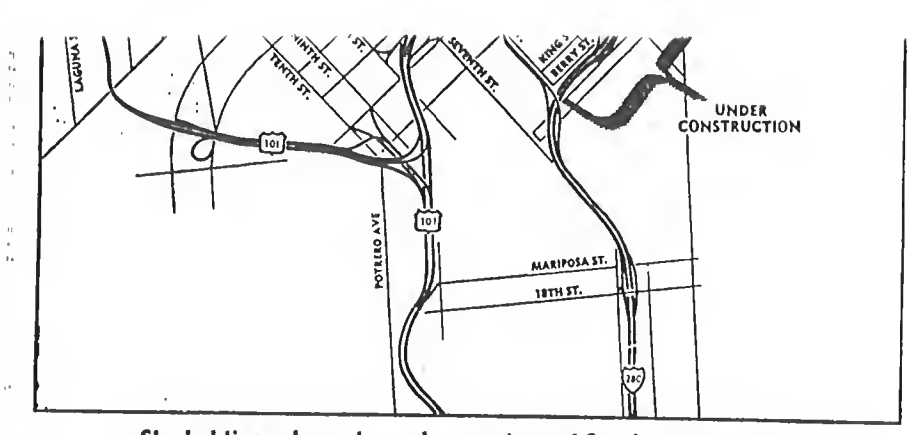

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At the urging of Supervisor Dianne Feinstein, a waterfront advisory committee recently renewed the question of tearing down the mile-long Embarcadero Freeway for some other way of dealing with the 57,000 cars a day that now use it.

In the process, the committee of the Bay Conservation and Development Commission found that the Southern Freeway (Route 280), bearing down on the waterfront, vastly complicated its job of planning the future use of the long neglected dock area.

Some committee members called the proposed waterfront section of the new highway a menace equal to the unloved Embarcadero Freeway, and demanded that it be stopped in its tracks.

The new highway is now under construction as far as Third street, near the Southern Pacific depot,

If the State Department of Transportation has its way, the next stages of road building will take the freeway another 1.2 miles, at a cost of about $25 million.

The highway — 160 feet wide and 32 feet off the ground — will reach the waterfront at Second street. From there it will run north above the Belt Line railroad tracks and curve under the Bay Bridge for a ramp connection with it over Folsom and Fremont streets.

An on-ramp is planned for Beale street and an off-ramp at Main and Harrison streets.

The state hopes to have the eight-lane extension under construction in 1975 and open for use in 1978. But no money has been allocated for that project or for a further piece of work — linking Route 280 with the Embarcadero Freeway.

The Embarcadero hookup, which the state has listed for some time in the next decade, is enmeshed in problems, too. The city doesn't want any joining of Route 280 to the Embarcadero freeway to be considered permanent, because of the official wish to have the elevated highway demolished.

Furthermore, nobody knows what will be done with waterfront traffic in the vicinity of the Ferry Building if the state does eventually scrap the Embarcadero Freeway.

State highway officials said last week they are willing to talk about the removal if it is possible to come to terms with the city on what to do with Embarcadero Freeway traffic.

The coupled issues of getting rid of that freeway and taking a stand on the Route 280 extension from Third street to the bridge will come before the BCDC waterfront committee at another session set for 11 a.m. today in Room 1157 of the State Building, on Civic Center Plaza.

vestigate Watergate-re matters — campaign fin ing, "dirty tricks," and sible perjury and obst tion of justice conne with the settlement of t antitrust suits against IT 1971.

The fact that former torney General Richar Kleindienst was the first ness suggested that Co tends to take up the case first.

The documents with from the criminal divi are crucial to the determ tion of whether perjur obstruction of justice committed. These me and letters by ITT offi contain statements con ing with testimony by ITT and government cials during the hearing March and April 1972 Kleindienst's nominatio

The fact of the withhol — at least until the e October last year and bly later — emerged an examination of testin last December and in and June of this year b the investigations sub mittee of the House merce Committee.

The committee did no tablish ultimate respons ty for the withholding. under questioning by chairman, represent Harley O. Staggers (De Va.) and the comm

Chlorofo Into Mis

Baton Rouge, La.

A barge loaded with 000 galllons of chlorof apparently sank in the Allen locks and dumped lethal chemical in the sissippi river, the U.S. Guard said yesterday.

The Coast Guard wa all communities using w directly from the rive

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